DISTRICT V ADVISORY BOARD
AGENDA

April 12, 2004 **Auburn Hills Golf Course Clubhouse**
7:00 p.m. **443 S. 135th West**

ORDER OF BUSINESS

Call to Order

Approval of Minutes for March 1, 2004

Approval of Agenda for April 12, 2004

Public Agenda

1. **Scheduled items** – None have been scheduled

2. **Off-agenda items**

Recommendation: Provide comments/take appropriate action.

Staff Presentations

3. **Community Police Report**
   Community Police Officers for District V will report on specific concerns for beat areas.

Recommended Action: Receive and file

4. **Funeral Escort Traffic Regulations**
   Dana Brown, City Manager's Office, will present ordinance amendments to create Chapter 11.37 City Code pertaining to traffic regulations for funeral processions. Both escort vehicles and procession vehicles are included in the regulations. The ordinance amendments would repeal Sections 11.38.130 and 11.38.140.

Recommended Action: Advise approval of amendments to Chapter 11.37 of City Code, as presented.

5. **Funeral Escort Licensing**
   Dana Brown, City Manager's Office, will present an ordinance creating a new chapter 3.74 of City Code pertaining to licensing of funeral escort services. The ordinance would repeal the original chapter 3.74.

Recommended Action: Recommend approval of proposal for new Chapter 3.74 of City Code, as presented.

Public Works Agenda

6. **Proposed Hidden Lakes Sanitary Sewer**
   Jim Armour, Public Works, will re-present a proposal for sanitary sewer to serve an area along Hidden Lakes Road, west of Maize, at request of the Board. Environmental Health presented information about health risks associated with certain septic systems within this improvement district at the February 2, 2004 meeting. Public Works then presented a proposal for order-in sanitary sewer at the March 1, 2004 meeting.

Recommended Action: Recommend advisement to City Council to approve the project.

7. **Proposed Evergreen Sanitary Sewer**
   Jim Armour, Public Works, will re-present a proposal for sanitary sewer to serve an area on the east side of Evergreen, between Maple and 2nd Street, at the request of the Board. Environmental Health presented information about health risks associated with certain septic systems within this improvement district area at the February 2, 2004 meeting. Public Works then presented a proposal for order-in sanitary sewer at the March 1, 2004 meeting.

Recommended Action: Recommend advisement to City Council to approve the project.

8. **Julia Corridor Traffic Report**
   Scott Logan, Public Works Traffic Engineering, will present information collected in a traffic study for Julia Corridor, from the north Kellogg Frontage Road to Maple for the purpose of better accommodating traffic flow.

Recommended Action: Receive and file.

9. **Westport & Valleyview Traffic Report**
   Scott Logan, Public Works Traffic Engineering, will present information collected in a traffic study for Westport/Valleyview, east of Maize Road & north of 13th Street for the purpose of better accommodating traffic flow.

Recommended Action: Receive and file.

10. **Conceptual Plan the Westport/Maize Widening Project**
    Scott Logan, Public Works Traffic Engineering, will present a concept for widening Maize Road at Westport to provide left-turn lanes as part of the 2004 Capital Improvement Plan (CIP).

Recommended Action: Receive and file.

Board Agenda

11. Updates, Issues, and Reports

Report on any activities, events, or concerns in the neighborhoods and/or District V.

Council Member Martz

- Issues/updates

DAB Members

- Other concerns/issues/updates

Recommended Action: Address each item, as appropriate.

Next Meeting

The next meeting for District Advisory Board V is scheduled on **May 3, 2004** at Auburn Hills Clubhouse at 7:00 p.m.

Adjournment

Agenda Item # 4

City of Wichita
District Advisory Boards
April 12, 2004

TO: Council Member Martz
District V Advisory Board

SUBJECT: Funeral Escort Processions

INITIATED BY: City Manager's Office

AGENDA: New Business

Recommendation: Recommend approval of the ordinance.

Background: Numerous complaints are received from citizens about driving hazards created during funeral processions by funeral escort vehicles, funeral procession participants, and vehicle drivers not participating but sharing the procession route streets. Currently, funeral escort vehicles are designated as emergency vehicles by the Sedgwick County Clerk, pursuant to state statute, if equipped with red and/or blue lights and siren. State law allows emergency vehicles to violate traffic laws when necessary but requires that the driver of such vehicles act in a "reasonable and prudent manner." A common example of traffic hazards created by funeral escort vehicles is their practice of "leapfrogging." This occurs when only two vehicles escort a funeral procession with one driver leading the procession through a traffic light while the other driver halts traffic in opposite directions The hazard is created when the second driver speeds up and passes vehicles to catch up with the procession.

Analysis: Chapter 11.37 amendments pertain to traffic regulations for funeral processions. The ordinances seek to increase safety for drivers involved in providing escort services and those participating in a funeral procession as well as drivers of vehicles not participating in the procession but bound in the same direction on the same streets as the procession route. The regulations involve requirements for emergency vehicle designation, lights, right of way, duties, speed, and allowed time periods. Certain traffic regulations such as right of way, lights, yielding, & others also pertain to procession vehicles as well as vehicles not in the procession Partnership efforts with Sedgwick County officials have been a part of the efforts to address the concerns.

Financial Consideration: No additional expense is anticipated.

Legal Consideration: The ordinance has been drafted and approved as to form by the Law Department.

Recommendation/Actions: It is recommended that the District Advisory Board advise City Council to approve the proposed ordinance.

First published in the Wichita Eagle _____

March 29, 2004

ORDINANCE NO. _____

AN ORDINANCE CREATING CHAPTER 11.37 OF THE CODE OF THE CITY OF WICHITA, KANSAS, PERTAINING TO TRAFFIC REGULATIONS FOR FUNERAL PROCESSIONS; REPEALING SECTIONS 11.38.130 AND -- 11.38.140, PERTAINING TO FUNERAL PROCESSIONS.

BE IT ORDAINED BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF WICHITA, KANSAS:

SECTION 1. Section 11.37.010 of the Code of the City of Wichita, Kansas shall read as follows: **"Funeral procession – definition.** For the purposes of this chapter, a funeral procession is defined as a group of vehicles moving along the roadway in an orderly manner in connection with funeral ceremonies."

SECTION 2. Section 11.37.020 of the Code of the City of Wichita, Kansas shall read follows: **"Funeral escort vehicle – designation as emergency vehicle required.** No person shall engage in the operation of a vehicle while escorting a funeral procession within the corporate limits of the city unless such vehicle has been designated as an authorized emergency vehicle pursuant to the statutes of the State of Kansas, and unless such vehicle is equipped with the appropriate lighting and other equipment mandated for authorized emergency vehicles by state law. For the purposes of this chapter, a person will be deemed to be escorting a funeral procession if the person is hired to direct or control traffic for a funeral procession while escorting or accompanying the procession through the streets and highways of the city."

SECTION 3. Section 11.37.030 of the Code of the City of Wichita, Kansas shall read follows: **"Funeral escort vehicles and operators.** (a) No funeral escort vehicle shall be

equipped with any decal, placard, sign or any insignia which is similar to, or which could be confused with, official police insignia, nor shall any such vehicle display the word "Police," "Official" or "Officer". Any vehicle used as a funeral escort vehicle shall be subject to inspection at any time by the chief of police or the chief's authorized designee.

(b) No operator of a vehicle which is escorting a funeral procession shall wear any uniform that is the same color or design as those worn by officers of the Wichita Police Department, nor any badge or cap that resembles an official police officer badge or cap, or displays the word "Police," "Official" or "Officer." Further, operators of funeral escort vehicles shall not carry firearms of any kind."

SECTION 4. Section 11.37.040 of the Code of the City of Wichita, Kansas shall read follows: "**Funeral processions – number of escort vehicles required.** Every funeral procession shall have no less than three (3) funeral escort vehicles accompanying the procession through the streets and highways of the city."

SECTION 5. Section 11.37.050 of the Code of the City of Wichita, Kansas shall read as follows: **"Funeral processions – lights required.** The driver of every vehicle in a funeral procession shall maintain lighted headlights and shall turn on the vehicle hazard warning lamps on such driver's vehicle at all times the vehicle is being operated as a part of a funeral procession."

SECTION 6. Section 11.37.060 of the Code of the City of Wichita, Kansas shall read as follows: **"Funeral processions – other drivers to yield right of way.** A funeral escort vehicle which is operating as an emergency vehicle pursuant to state law and as required by this code shall have the right-of-way over all other vehicles as set forth in Section 11.16.100 of this code and any amendments thereto. Upon the immediate approach of a funeral procession, the driver

of every other vehicle shall yield the right-of-way, immediately drive to a position parallel to and as close as possible to the right-hand edge or curb of the roadway clear of any intersection and shall stop and remain in such position until the funeral procession has passed. No driver shall drive between, alongside nor pass the vehicles comprising a funeral procession while they are in motion, except as otherwise directed by a police officer. This provision shall not apply to authorized emergency vehicles as designated by state law, nor shall the passing prohibited in this subsection apply to limited access highways. ”

SECTION 7. Section 11.37.070 of the Code of the City of Wichita, Kansas shall read as follows: **Funeral processions – right of way, exceptions.** (a) Each vehicle which is participating in a lawfully escorted funeral procession and is identified by lighted headlamps and flashing vehicle hazard warning lamps as required by this chapter shall have the right-of-way over all other vehicles at any intersection, regardless of official traffic control devices. However, no driver in a funeral procession shall proceed through a red light or operate contrary to any traffic control device unless directed to do so by the driver of the funeral escort vehicle.

(b) Drivers of vehicles in funeral processions shall yield the right-of-way to all other emergency vehicles as required by law, and further, shall at all times be subject to and obey the lawful order of any police officer.”

SECTION 8. Section 11.37.080 of the Code of the City of Wichita, Kansas shall read follows: **“Duty of drivers leaving a funeral procession.** The driver of any vehicle leaving a funeral procession shall do so only by making a right hand turn, and only when such turn can be made safely. At no time shall a driver of a vehicle in a funeral procession leave such procession by making a left hand turn, unless directed to do so by any police officer.”

SECTION 9. Section 11.37.090 of the Code of the City of Wichita, Kansas shall read follows: **"Funeral processions – speed.** Vehicles in a funeral procession shall proceed at a maximum speed of 10 miles per hour below the posted speed limit on any public street or highway, however, if a funeral procession is traveling on a highway or interstate with a posted minimum speed limit, the funeral procession shall proceed at the posted minimum speed limit."

SECTION 10. Section 11.37.100 of the Code of the City of Wichita, Kansas shall read follows: **"Funeral processions prohibited during certain hours.** Funeral processions using any arterial street shall not start between the hours of 7:00 a.m. and 9:00 a.m. or between the hours

SECTION 11. Section 11.37.110 of the Code of the City of Wichita, Kansas shall read follows: **"Funeral escort vehicles – reckless operation.** No driver of a funeral escort vehicle shall operate said vehicle in a reckless or negligent manner, which operation unreasonably endangers the safety of any person or the public at large, or causes an unreasonable risk of damage to either public or private property."

SECTION 12. Sections 11.38.130 and 11.38.140 of the Code of the City of Wichita, Kansas, are hereby repealed.

SECTION 13. This ordinance shall be included in the Code of the City of Wichita, Kansas, and shall be effective upon adoption and publication in the official city newspaper.

PASSED by the governing body of the City of Wichita, Kansas, this _____ day of _____, 2004.

_____
Carlos Mayans, Mayor

ATTEST:

_____
Karen Schofield, City Clerk

Approved as to Form:

_____
Gary E. Rebenstorf, Director of Law

Agenda Item # 5

City of Wichita
District Advisory Boards
April 12, 2004

TO: Council Member Martz
District Advisory Board V

SUBJECT: Funeral Escort Licensing

INITIATED BY: City Manager's Office

AGENDA: New Business

Recommendation: Recommend approval of the ordinance.

Background: Due to a number of complaints received from citizens about driving hazards created during funeral processions by funeral escorts, requirements of the business owners and drivers for these services was examined. Currently, funeral escort vehicles are not licensed by the City of Wichita. They are designated as emergency vehicles by the Sedgwick County Clerk, pursuant to state statute, if equipped with red and/or blue lights and siren. State law allows emergency vehicles to violate traffic laws when necessary but requires that the driver of such vehicles act in a "reasonable and prudent manner."

Analysis: Chapter 3.74 is created new and pertains to City licensing of funeral escort services. The ordinances seek to increase safety for drivers through licensing drivers for escort services. The licensing involves requirements such as contact information, number of vehicles operated, designation as emergency vehicles, workman's compensation & liability insurance, a valid driver's license & completion of a defensive driving course for each driver. Licensing fee is set at $100.00 with an annual renewal. The licensing process will be handled in coordination with Sedgwick County through communication on licenses issued, changes, revocations, & other pertinent information.

Financial Consideration: No additional expense is anticipated other than the cost of printing application forms and mailing costs for annual renewals. Additional revenues will be realized from the annual license fee.

Legal Consideration: The ordinance has been drafted and approved as to form by the Law Department.

Recommendation/Actions: It is recommended that the District Advisory Board advise City Council to approve the proposed ordinance.

First published in the Wichita Eagle _____

March 29, 2004

ORDINANCE NO. _____

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equipped with any decal, placard, sign or any insignia which is similar to, or which could be confused with, official police insignia, nor shall any such vehicle display the word "Police," "Official" or "Officer". Any vehicle used as a funeral escort vehicle shall be subject to inspection at any time by the chief of police or the chief's authorized designee.

(b) No operator of a vehicle which is escorting a funeral procession shall wear any uniform that is the same color or design as those worn by officers of the Wichita Police Department, nor any badge or cap that resembles an official police officer badge or cap, or displays the word "Police," "Official" or "Officer." Further, operators of funeral escort vehicles shall not carry firearms of any kind."

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of every other vehicle shall yield the right-of-way, immediately drive to a position parallel to and as close as possible to the right-hand edge or curb of the roadway clear of any intersection and shall stop and remain in such position until the funeral procession has passed. No driver shall drive between, alongside nor pass the vehicles comprising a funeral procession while they are in motion, except as otherwise directed by a police officer. This provision shall not apply to authorized emergency vehicles as designated by state law, nor shall the passing prohibited in this subsection apply to limited access highways. ”

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(b) Drivers of vehicles in funeral processions shall yield the right-of-way to all other emergency vehicles as required by law, and further, shall at all times be subject to and obey the lawful order of any police officer.”

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SECTION 13. This ordinance shall be included in the Code of the City of Wichita, Kansas, and shall be effective upon adoption and publication in the official city newspaper.

PASSED by the governing body of the City of Wichita, Kansas, this _____ day of _____, 2004.

_____
Carlos Mayans, Mayor

ATTEST:

_____
Karen Schofield, City Clerk

Approved as to Form:

_____
Gary E. Rebenstorf, Director of Law

Agenda Item #6

City of Wichita
District V Advisory Board Meeting
April 12, 2004

TO: City Council Member Martz

District V Advisory Board Members

SUBJECT: Sanitary Sewer to serve an area along Hidden Lakes Road, west of Maize

INITIATED BY: Public Works

AGENDA: **Public Works/Unfinished Business**

Recommendations: Advise City Council to approve the project.

Background: An area along Hidden Lakes Road, west of Maize Road includes six homes on private septic tank systems. (See attached map.) The owner at 11025 Hidden Lakes requested sewer service due to a failing system. Upon inspection by Environmental Health Department/Water Quality staff, potential health and environmental concerns were identified with several of the private onsite sewage systems in the area. Staff concerns include undocumented or improperly constructed septic systems in combination with shallow groundwater, tight soils, poor storm water drainage, and the potential for negative impact on private drinking water wells and the adjacent lake, warranting the extension of sanitary sewer service.

With Health Department staff declaring that the failing private sewer systems may pose a public health risk, officials have recommended that the order-in process be initiated to provide sanitary sewer to the residents. An attempt to obtain a valid sanitary sewer petition was not successful.

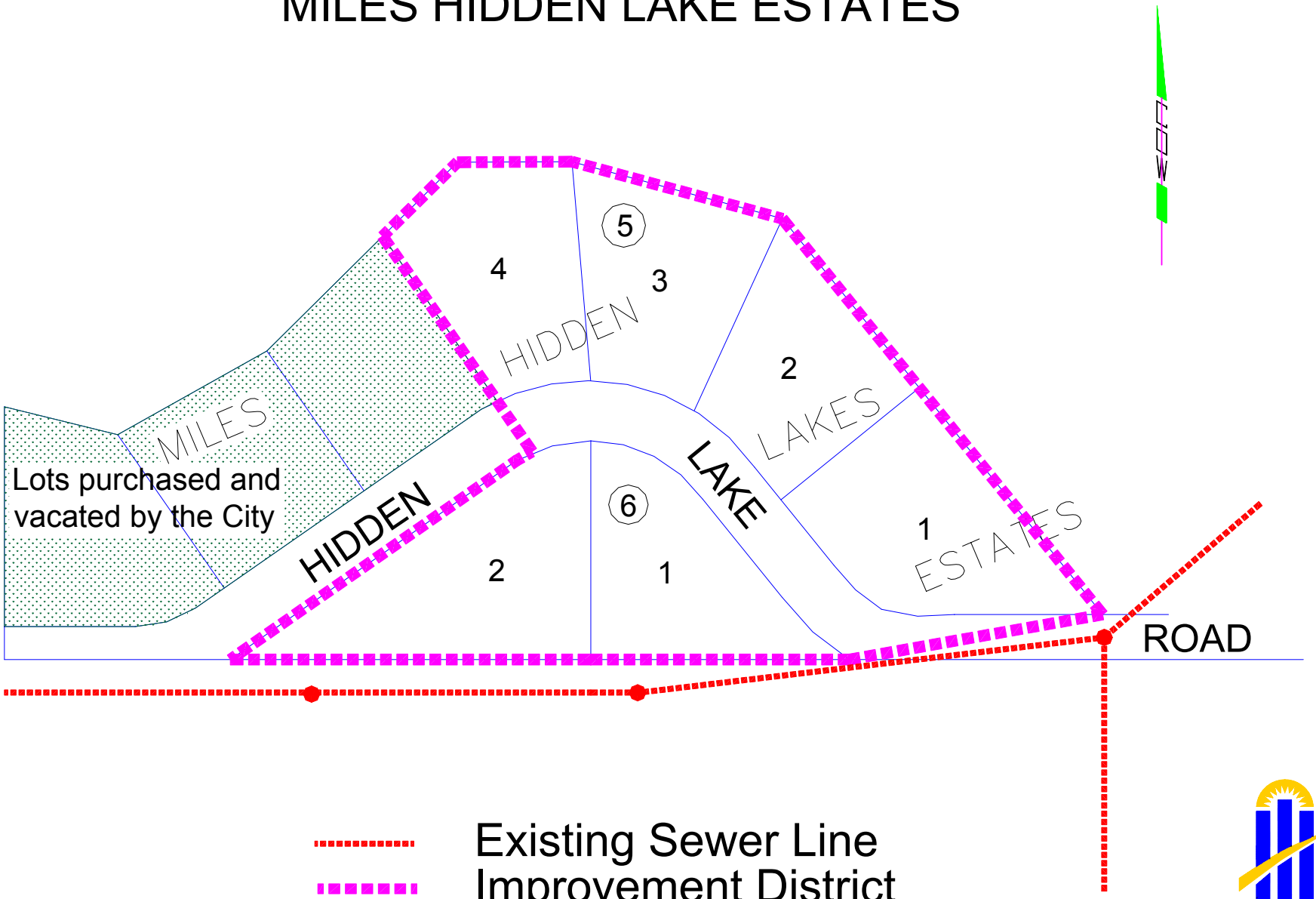
Analysis: State Statutes provide authority for local government to "order in" sanitary sewer in residential areas where septic tank systems are failing or substandard, causing a public health risk. The proposed project will address the concerns through requiring the at-risk properties to connect to the sanitary sewer line at the direction of Environmental Health officials. The project proposal provides a defined improvement district, possible alignment for the sanitary sewer main, and a probable estimate of cost per lot to the homeowner.

Financial Considerations: The estimated cost of the project is $83,000, the total assessed to the improvement district as the area designated for this project. The proposed method of assessment is the fractional basis meaning each property owner, one of six (6) properties in the designated area, is responsible for payment of 1/6 of the total cost. As a result, the estimated assessment to each individual property owner is approximately $13,833 per lot. See attached assessment information.

Legal Considerations: State Statutes authorize the City Council to order in sanitary sewer projects.

Recommendation/Actions: It is recommended that the District V Advisory Board advise the City Council to approve the project.

PROPOSED SANITARY SEWER
TO SERVE BLOCKS 5 & 6
MILES HIDDEN LAKE ESTATES



Estimated assessments for Sanitary Sewer to serve Miles Hidden Lake Blocks 5 & 6						04/06/04	
Key No.	Property Owner	Property Address	Legal Description	Area	Estimated	Annual	Resident
				(sq. ft.)	Assessment*	Payment**	Owners
MILES HIDDEN LAKE ESTATES							
D-38460	Schmidt, Roger W & Kimalee F	10900 Hidden Lakes Rd	Lot 1, Block 5	33,093	$13,833	$1,110	2
D-38461	Shaw, Betty B Liv Trust	10926 Hidden Lakes Rd	Lot 2, Block 5	27,542	$13,833	$1,110	1
D-38462	Amberg, Mildred B % Bill W & Peggy J McGee	11002 Hidden Lakes Rd	Lot 3, Block 5	27,887	$13,833	$1,110	1
D-38463	Paul, Larry S Etux	11016 Hidden Lakes Rd	Lot 4, Block 5	28,765	$13,833	$1,110	2
D-38467	Katzenmeier, Ray 451 Wabash Wichita KS 67211	11001 Hidden Lakes Rd	Lot 1, Block 6	27,489	$13,833	$1,110	1
D-38468	Blacklock, Carlos L Jr & Mary L	11025 Hidden Lakes Rd	Lot 2, Block 6	36,651	$13,833	$1,110	2
			Total:	181,427	$83,000		9

Abbreviations:
etal. = and others
etux. = and wife
etvir. = and husband
nr = non resident

* Estimated assessment for sanitary sewer construction based on $13,833 per Lot excluding inflation, and/or temporary financing.
This cost does not include the Sewer Plant Equity Fee, approximately $760 for a residential property, or for installation of the private sewer line.

** Estimated Annual escrow payment based on 5% bond sale rate, and spread over 20 years

Agenda Item #7

City of Wichita
District V Advisory Board Meeting
April 12, 2004

TO: City Council Member Martz

District V Advisory Board Members

SUBJECT: Sanitary Sewer to serve an area on the east side of Evergreen Street, between Maple and 2nd Streets

INITIATED BY: Public Works

AGENDA: Public Works/Unfinished Business

Recommendations: Advise City Council to approve the project.

Background: The area on the east side of Evergreen Street, between Maple and 2nd Street, is developed with single-family homes that are not served by sanitary sewer, using private septic tank systems. The City of Wichita's Department of Environmental Health/Water Quality Section evaluated thirteen (13) properties in the designated area as a result of one property owner's request. The following information is a summary of the findings as reported by Environmental Health staff:

- 4 Properties have no septic system construction records
- 3 Properties with records of substandard systems; clay tile laterals
- 2 Properties with records of substandard systems; undersized lateral fields for soil type
- 2 Properties with surfacing sewage at septic tanks and/or distribution box
- 2 Properties with possible gray water discharge (lint noted at end of pipes)
- 1 Property with gray water discharge from the washing machine onto the yard (confirmed by owner)

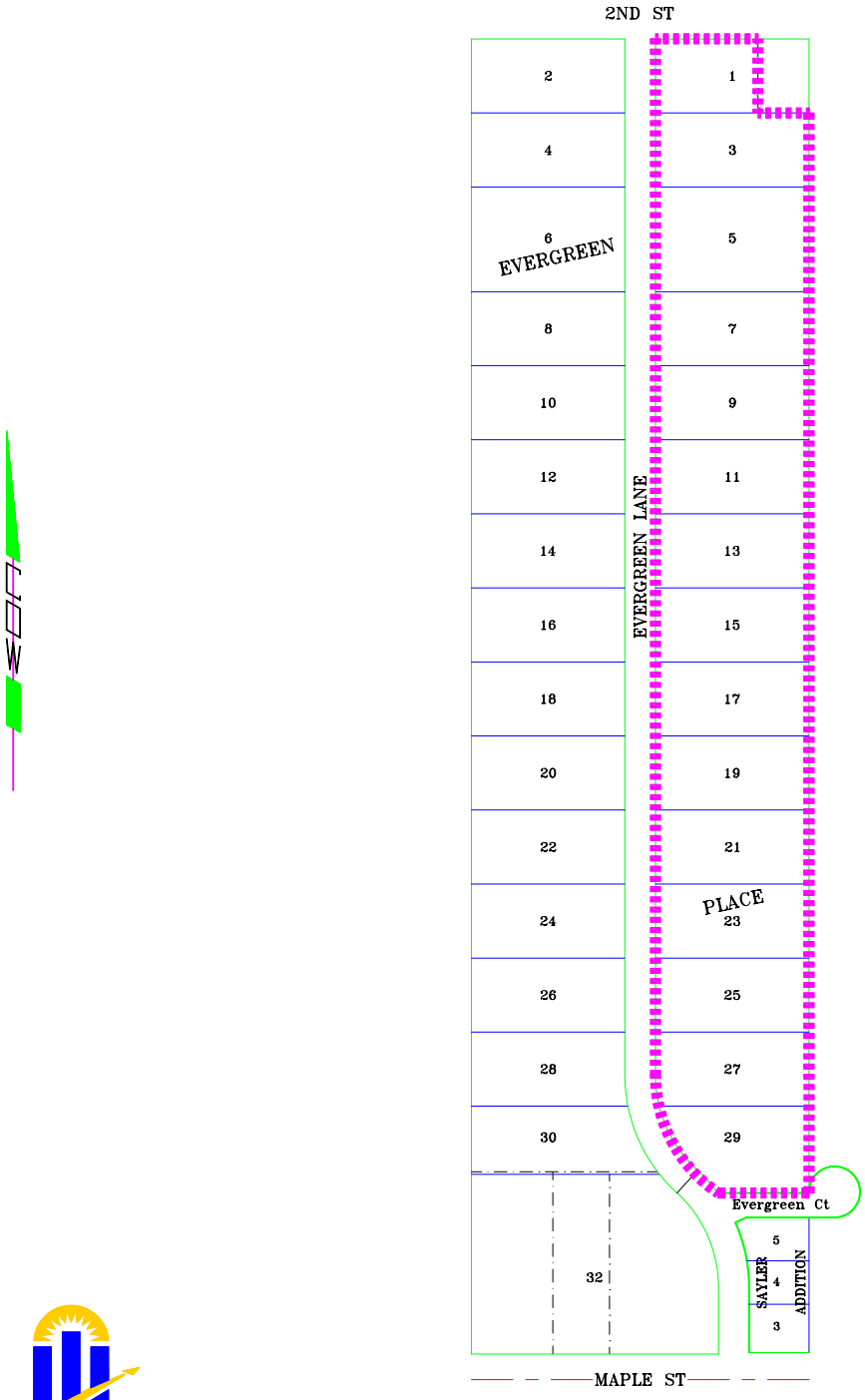
Analysis: State Statutes provide authority for local government to "order in" sanitary sewer in residential areas where septic tank systems are failing or substandard, causing a public health risk. The proposed project will address the concerns through requiring the at-risk properties to connect to the sanitary sewer line at the direction of Environmental Health officials. The project proposal provides a defined improvement district, possible alignment for the sanitary sewer main, and a probable estimate of cost per lot to the homeowner.

Financial Considerations: The estimated total cost of the project is $165,000 with the total assessed to the improvement district. The proposed method of assessment is the fractional basis meaning each property owner, as one of thirteen properties in the designated improvement district, is responsible for payment of 1/13 of the total cost. As a result, the estimated assessment to each individual property owner is $11,000 per lot.

Legal Considerations: State Statutes authorize the City Council to order in sanitary sewer projects.

Recommendation/Actions: It is recommended that the District V Advisory Board advise City Council to approve the project.

PROPOSED SEWER LINE TO SERVE EVERGREEN FROM 2ND TO EVERGREEN COURT



IMPROVEMENT DISTRICT

Estimated assessments for Sanitary Sewer to serve Evergreen Place Addition						04/06/04	
Key No	Property Owner	Property Address	Legal Description	Area (sq ft)	Estimated Assessment*	Annual Specials**	Resident Owners
EVERGREEN PLACE ADDITION							
D-24587	Howard, Alesia I	258 N. Evergreen Ln	Lot 1, except the E 100'	29,094	$11,000	$880	1
D-24590	Howard, Edward	240 N. Evergreen Ln	Lot 3	43,594	$11,000	$880	1
D-24592	Wyant, David M., etux.	222 N. Evergreen Ln	Lot 5	61,633	$11,000	$880	2
D-24594	Lane, Mark & Gail	200 N. Evergreen Ln	Lot 7	43,594	$11,000	$880	2
D-24596	Hwang, Glenn	158 N. Evergreen Ln	Lot 9	43,594	$11,000	$880	1
D-24598	Seago, Clifton H & Katherine L	142 N. Evergreen Ln	Lot 11	43,594	$11,000	$880	2
D-24600	Smalley, Shelby J. & Mark W.	128 N Evergreen Ln	Lot 13	43,594	$11,000	$880	2
D-24602	Loehr, Jerome M., etux.	116 N Evergreen Ln	Lot 15	43,594	$11,000	$880	2
D-24604	Frye, Michael R. & JoAnn E	100 S Evergreen Ln	Lot 17	43,594	$11,000	$880	2
D-24606	Lambrechtse, Cornelis A.	110 S Evergreen Ln	Lot 19	43,594	$11,000	$880	1
D-24608	Stephenson, Jeffrey G & Leanna C	126 S Evergreen Ln	Lot 21	43,594	$11,000	$880	2
D-24610	Sorg, Thomas R	140 S Evergreen Ln	Lot 23	43,594	$11,000	$880	1
D-24612	Schwartz, Jerry D., etux.	156 S Evergreen Ln	Lot 25	43,594	$11,000	$880	2
D-24614	Fleming, Delbert L., etux.	200 S Evergreen Ln	Lot 27	43,438	$11,000	$880	2
D-24616	Haralson, Mark M. & Lydia G. RLVTR	218 S Evergreen Ln	Lot 29	41,809	$11,000	$880	2
				655,508	**$165,000**		**14**

Abbreviations:
etux.=and wife
etal.=and others
etvir.=and husband

* Estimated assessment for sanitary sewer construction based on $11,000 per lot excluding inflation, and/or temporary financing. This cost does not include the Sewer Plant Equity Fee, currently $760 for a residential property, or for installation of the private sewer line.

** Estimated annual special tax if spread over 20 years based on 5% bond sale rate (last bond sale July 2003 at 3.52%)

Agenda Item #8

City of Wichita
District V Advisory Board Meeting
April 12, 2004

TO: City Council Member Martz

District V Advisory Board Members

SUBJECT: **Julia Corridor Traffic Study**

INITIATED BY: Scott Logan, City Traffic Engineer

AGENDA: Public Works

Recommendations: Approval of the Recommendations detailed in Julia Corridor Traffic Study.

Background: Staff has received a request from a business owner to evaluate the Julia Street corridor from the north Kellogg Frontage Road to Maple for the purpose of better accommodating traffic flow. This Julia corridor serves both the neighboring residential and commercial properties along this three-block section. Commercial properties located on the south section of Julia from Taft to the Kellogg Frontage Road include Wal-Mart and Candlewood Suites. Currently, traffic volumes along Julia range from 3,500 vehicles per day (vpd) along the south section from Taft to the Kellogg Frontage Road, to 9,000 vpd along the north section from Taft to Maple. Julia has been designated as a "collector" street with no greater purpose than to serve the area's traffic flow. It's expected that heavier traffic flows would be directed toward the Dugan corridor that extends from the Kellogg Freeway connection.

Analysis: See attached report

Financial Considerations: None

Legal Considerations: None

Recommendation/Actions: It is recommended that the District Advisory Board advise adoption of proposed plan for improving traffic flow along the Julia Street corridor.

Staff Report
Julia Corridor Traffic Evaluation

Staff has received a request from a businessman to evaluate the Julia Street corridor from the north Kellogg Frontage Road to Maple for the purpose of better accommodate traffic flow. This Julia corridor serves both the neighboring residential and commercial properties along this three-block section. Commercial properties located on the south section of Julia from Taft to the Kellogg Frontage Road include Wal-Mart and Candlewood Suites. Currently, traffic volumes along Julia range from 3,500 vehicles per day (vpd) along the south section from Taft to the Kellogg Frontage Road, to 9,000 vpd along the north section from Taft to Maple. Julia has been designated as a "collector" street with no greater purpose than to serve the area's traffic flow. It's expected that heavier traffic flows would be directed toward the Dugan corridor that extends from the Kellogg Freeway connection.

Julia Street – South of Taft

Julia's Traffic Conditions

The Julia Street corridor between the Kellogg Frontage Road and Maple consists of two different street sections with varying conditions. The south Julia section from the Kellogg Frontage Road to Taft is adjacent to existing commercial properties that have higher traffic volumes generated from these properties. The other section of Julia, from Taft to Maple, is adjacent to primarily undeveloped property with low generated traffic volumes. Staff has discussed these sections separately since the traffic demands and correlating needs are distinctly different.

Julia's North Section – Taft to Maple

Currently, this corridor is designated as a two-lane street with a centerline that divides the opposing traffic flow. It does serve the traffic flow very well along the Julia midsection between Taft and Maple under the existing conditions. These conditions include the existing light turning traffic movements that are being generated from the side streets (i.e. University) and the two residential properties located along this section. With this condition, motorists are currently not hindered by stopped or slowed turning traffic while traveling along this two-lane facility.

Staff also believes that the two-lane facility along Julia between Taft and Maple is well suited along this corridor because the traffic controls at the north and south ends only allow a one-lane entering flow along the corridor. These traffic controls include a four-way stop and a traffic signal installation at the Taft/Julia and Maple/Julia intersection, respectively. Due to this condition, there is no present need to increase the number of traffic lanes along Julia's midsection with the flow restrictions at these intersections.

Julia Street – South of University

Staff furthermore believes that a two-lane traffic flow should remain along this north section of Julia due to the safety enhancement provided by this two-lane condition. Under the current condition, traffic is now traveling in the center of these two wide lanes and is a distance apart from the opposing traffic. With this situation, motorists have more than enough maneuvering space to avoid accidents if a vehicle veers into their lane. This safety condition is validated by police accident statistics that show no accident experience in the past three years along this Julia mid-section between Taft and Maple.

Although no changes on Julia are sought along the Taft-Maple midblock section, staff believes that the Taft/Julia intersection approaches could be modified to better accommodate turning and through traffic flow. Currently, Julia's two lane approach on the both the north and south sides of Taft intersection only serves one-lane of approach traffic at this four-way stop intersection. It is believed that this flow could be improved by converting this two-lane approach into a multi-lane approach that would allow two or more lanes of traffic to flow concurrently. This improvement would entail designating a left-turn lane on both north and south approaches of Julia at this intersection shown below.

Julia/Taft Intersection – Single lane approaches

It should be noted that staff realizes that traffic conditions along Julia could change quickly with new commercial development along this corridor. Currently, there are undeveloped commercial properties that total approximately six acres of along this section that could generate a total of approximately 3,500 vpd. With this additional traffic flow from these properties, additional traffic lanes would be needed to serve the traffic accessing these properties, along with the existing lanes that accommodate the through flow.

Julia's South Section – Taft to Kellogg Frontage Road

This Julia Street section from Taft to the Kellogg Frontage Road is also designated as a two–lane traffic facility with a centerline that divides the opposing traffic flow. This lane configuration adequately serves traffic flow along this south section of Julia where "through" traffic flow is lighter as compared to that of the north section of Julia. Unlike the north section, however, staff believes that a three-lane configuration may be more appropriate along this section due to the moderate turning movements generated from the commercial lots along this section. With the current traffic flow condition, motorists may be hindered by stopped or slowed turning traffic while traveling along this two-lane facility.

Staff believes that a three-lane section may improve traffic flow along this section since it would allow left-turning movements to be made in a dedicated left-turn lane. This could be easily accommodated in this 41' wide street section without widening the street. This 41' street will allow sufficient space for two typical "through" traffic lanes (12' each), and a 16' wide turning lane. This turning lane width would accommodate larger truck movements that may use this entrance. However, it should be noted that the truck movements into this entrance would be light since the truck docks are on the north and west sides of the building with an access from Taft.

Julia's South Section – Taft to Kellogg Frontage Road

Julia Corridor's Future Traffic Facility Needs

The traffic conditions along Julia may change with new commercial development along this corridor. As indicated, traffic volume growth generated from these properties may be as high as 3,500 vpd, which will impact "through" traffic movement along Julia. To address the needs, staff has developed alternatives that may be implemented to accommodate this future traffic flow condition.

Julia's North Section – Taft to Maple

With future development, traffic lane improvements may be needed to accommodate both the "through" and "turning" traffic flow along this section of Julia. Currently, there are approximately 9,000 vpd that travel along this section of Julia. This volume almost exceeds the threshold capacity of a two-lane street if significant turning movements are experienced along the midsection. This threshold condition would be met with new commercial development along adjacent properties. With this development, there would be a need to add traffic lanes to alleviate excessive delays resulting from "through" motorists hindered by turning traffic.

Future traffic facility needs along this section from Taft to Maple will depend on the type of development and number of access along this facility. With land uses that generate lower traffic volumes, a three-lane corridor with a continuous left-turn lane could be easily meet the traffic flow demand. This three-lane facility could be accommodated by remarking the traffic lanes along this 41-foot wide street. This street width will allow sufficient space for two typical "through" traffic lanes (12' each), and a 16' wide turning lane.

With higher traffic generation from new commercial development along Julia, a 4-lane street may be needed to accommodate traffic flow. This flow would need to be greater than 13,000 vpd along this section to meet this requirement. In the event that this traffic growth is realized, staff believes that the existing street could be converted to a four-lane street without additional widening of the street corridor. Currently, Julia is constructed to a 41 foot width that would accommodate four-10' traffic lanes. Although the standard traffic lane width is 11 feet, 10 foot widths may be utilized on Julia due to it's shorter block lengths, speeds, and traffic volumes. This design would not be inconsistent with past City design practices since other higher volume multi-lane streets have existing 10' lane widths. These include the following major and principal arterial streets with the following traffic volumes on the next page.

Arterial Street	Traffic Volume
Pawnee (Santa Fe to Victoria)	20,300 vpd
21st Street (Mascot to Shelton)	14,500 vpd
Lincoln (Glendale to Christine)	12,100 vpd
13th Street (Vesta Dr. to Dellrose)	16,600 vpd
Oliver (Central to Murdock)	13,729 vpd
Waco (8th Street to 13th Street)	7,700 vpd

Staff believes that if funding were available, widening the Julia Street corridor to accommodate 11' lanes would be preferred. However, the incremental cost/benefit ratio would be low in comparison to widening major arterial streets, which have greater functions and needs. Cost of this widening would be approximately $250,000 for the section between Taft and Maple.

Julia's South Section – Taft to Kellogg Frontage Road

The future traffic facility needs for the Julia section from Taft to the Kellogg Frontage Road is similar to that of the north section. However, this section of Julia currently carries a lighter traffic volume of 3,500 vpd. With this lighter volume, it is expected that the Julia street section between Taft and the Kellogg Frontage Road will remain a 3-lane facility.

Staff Recommendations

Staff has evaluated the two sections of Julia with different traffic flow and land use characteristics that extend both north and south of the Taft intersection. Both of these sections of Julia are designated as two-lane facilities. The north section, between Maple and Taft, is operating very well as a two-lane facility under the existing conditions. **Staff believes that the two-lane facility should remain along this section until significant development occurs along this corridor.** Under the current conditions, a two-lane facility adequately serves traffic since only a one-lane northbound flow is fed along Julia from the 4-way stop intersection at Taft, and a one-lane southbound flow is fed from the signalized Maple/Julia intersection. Also, with little or no traffic movements from the side-streets or access, there is currently no motorist delay along this section induced by turning traffic. Staff furthermore believes that a two-lane traffic flow should remain along this section due to the safety characteristics. Traffic is now traveling in the center of these two wide lanes and is at a safe distance from the opposing traffic.

Staff does believe that traffic lane modifications could improve the existing traffic flow at the Taft/Julia intersection, and along the south Julia section between Taft and the Kellogg Frontage Road. These improvements would include adding a dedicated left-turn lane on both the north and south Julia approaches at Taft to allow two or more lanes of traffic to flow concurrently. Currently, Julia's two lane approach on the both the north and south sides of Taft intersection at this four-way stop intersection only accommodates one lane of traffic movements concurrently.

Also, staff recommends that traffic lane modifications be made along the two-lane Julia Street corridor from Taft to the Kellogg Frontage Road. With the moderate turning movements being made into the commercial lots along this section, staff believes that a three-lane section with a continuous turn lane may be more appropriate. With the current traffic flow condition, motorists may be hindered by stopped or slowed turning traffic while traveling along this two-lane facility. This three-lane section could be easily accommodated in this 41' wide street section without widening the street. New lane striping could be done in this existing street width to designate two typical "through" traffic lanes (12' each), and a 16' wide turning lane.

To meet future demands, the north section of Julia from Taft to Maple may need to be modified to include lane improvements. This may be necessitated by new commercial development along this corridor. Currently, there are undeveloped commercial properties that total approximately six acres of along this section that could generate a total of approximately 3,500 vpd along this corridor

that now carries 9,000 vpd. With this additional traffic flow from these properties, additional traffic lanes would be needed to serve the traffic accessing these properties, along with the existing lanes that would accommodate the through flow.

The modified lane configurations along Julia between Maple and Taft would depend on the land use intensity and its associated traffic generation. With land uses generating lower traffic volumes, a three-lane corridor with a continuous left-turn lane could easily meet the traffic flow demand. This three-lane facility could be accommodated by remarking the traffic lanes along this 41-foot wide street. With new land uses that generate higher traffic volumes, a 4-lane street may be needed along this north section of Julia to accommodate traffic flow. In the event that this traffic growth is realized, staff believes that the existing street could be converted to a four-lane street without additional widening of the street corridor. Currently, Julia is constructed to a 41 foot width that would accommodate four-10' traffic lanes.

Agenda Item #9

City of Wichita
District V Advisory Board Meeting
April 12, 2004

TO: City Council Member Martz

District V Advisory Board Members

SUBJECT: **Westport/Valleyview Traffic Study**

INITIATED BY: Scott Logan, City Traffic Engineer

AGENDA: **Public Works**

Recommendations: Recommendations detailed in Staff Study

Background: During last spring, District V Advisory Board Members recommended that staff review speed hump polices and the placement of traffic controls along Westport and Valley View to address the neighborhood's speeding and traffic problems. Specifically, this included the review of (1) the policy to allow speed humps on city streets and (2) placement of 4-way stop controls at the Westport/Valley View, Westport/17th, and Westport/Jansen/18th Street intersections. It was also recommended that staff review the opening of Valley View north of 18th after the left-turn bay is constructed on Maize Road, as planned in 2005.

This DAB recommendation followed a comprehensive traffic evaluation of Westport traffic problems performed by a joint staff-neighborhood traffic committee. This committee included two District V Advisory Board Members, City staff, and twelve (12) resident representing various areas in the neighborhood. One measure that was initiated from this effort included the installation of two temporary traffic circles along Westport at the Westport Court in April 2002. These had been subsequently removed after a year because of the complaints and repeated vandalism to the circle's signage and diverter devices.

Analysis: This traffic study addresses the DAB study recommendations including the need and impacts for placing multi-way stop controls at one or all of the three intersections along Valley View. It also reviews the speed hump policy with respect to the appropriateness of constructing speed humps on moderately traveled collector streets in the Stone Gate neighborhoods. Included in this review is an analysis of the traffic speeds, sight distance, accidents, stop sign placements, street network, street lighting, street designs, and other related traffic conditions along Westport and Valley View. See attached report

Financial Considerations: None

Legal Considerations: None

Recommendation/Actions: It is recommended that the District Advisory Board adopt staff's proposed plan for addressing traffic problems on Valleyview and Westport.

Staff Report
Westport and Valleyview Traffic Evaluation

Background

In the Spring 2003, District V Advisory Board Members recommended that staff review speed hump polices and the placement of traffic controls along Westport and Valleyview to address the neighborhood's speeding and traffic problems. Specifically, this included the review of (1) the policy to allow speed humps on city streets and (2) placement of multi-way stop controls at the Westport/Valleyview, Valleyview/17th, and Valleyview/Jansen/18th Street intersections. It was also recommended that staff review the opening of Valleyview north of Jamesburg after the left-turn bay is constructed on Maize Road, as planned in 2005.

This DAB recommendation followed a comprehensive traffic evaluation of Westport traffic problems performed by a joint staff-neighborhood traffic committee. This committee included two District V Advisory Board Members, City staff, and twelve (12) residents representing various areas in the neighborhood. One measure that was initiated from this effort included the installation of two temporary traffic circles along Westport at the Westport Court intersections in April 2002. These had been subsequently removed after a year because of the complaints and repeated vandalism to the circle's signage and diverter devices.

This traffic study addresses the DAB's study recommendations including the need and impacts for placing multi-way stop controls at one or all of the three intersections along Valleyview. It also reviews the speed hump policy with respect to the appropriateness of constructing speed humps on moderately traveled collector streets. Included in this review is an analysis of the traffic speeds, sight distance, accidents, stop sign placements, street network, street lighting, street designs, and other related traffic conditions along Westport and Valleyview.

Westport/Valleyview Traffic Condition Report

This following report discusses the traffic conditions along Westport and Valleyview. As part of this discussion, the traffic accidents, speeds, volumes, and other conditions are evaluated. This report includes a comparison of these conditions with those found along similar community streets to provide a prospectus for the staff and residents.

Westport and Valleyview – Dual Purpose Streets

Westport and Valleyview play two important purposes in the Stonegate Estates Subdivision. First, they function as neighborhood streets to serve the residents needs. To meet this function, they should provide on-street parking, driveway access, and the type of conditions conducive for a livable neighborhood. The latter condition is the one that residents currently believe is not met. They report that traffic speeds and volumes exceed the thresholds they consider safe for the surrounding residential areas.

In evaluating the Westport and Valleyview street designs, staff believes that there are existing characteristics that provides for lower speeds and volumes along Valleyview and Westport. Westport is disjointed and does not extend directly within other neighborhoods. Due to this design, eastbound traffic along Westport must stop and yield at the Valleyview intersection before proceeding. Westbound traffic heading to Westport must also slow and stop at Valleyview to turn. Valleyview is also disjointed and curvilinear with access blocked north of Jamesburg. Valleyview and Westport are also designated with a 30 mph speed limit to discourage higher speeds. Some of other factors, such as on-street parking, treescapes, and driveway approaches, also provide "friction" that reduces motorist's travel speeds.

Valleyview Curvilinear Design - north of Westport

Staff also recognizes that there are other design factors along Valleyview and Westport that do not contribute to slower speeds and volumes. This is due to the other function of Westport and Valleyview to serve as collector streets and carry local street traffic from the neighborhood to

Maize and 13th Street. With this function, traffic volumes along these streets are expected to be higher than those along local streets. These moderate volumes, which are typically under 3,000 vehicles per day, do contain a mix of traffic destined to and from other adjacent subdivisions.

Both Westport and Valleyview are very well suited to be collector streets by design and location. Westport is centrally located between the major arterial streets of 21st and 13th Street, and Valleyview is located at the quarter mile location between Maize and Tyler. These are also built to collector street standards with their 37' widths. This width allows adequate space for both on-street parking and through traffic lanes. Extra width is also needed to accommodate emergency services to ensure good response times.

It should be noted that Westport and Valleyview are not the only collector streets within the mile section surround Stonegate Estates Subdivision. This residential area is fairly well designed with other logically spaced collector streets. With this entrance street spacing, each entrance street carries almost an equal portion of traffic generated from the neighborhood. This is proven by the traffic volume data that shows approximately 1,500 to 2,200 vehicles per day on the neighborhood collector streets.

Accident Conditions along Westport and Valleyview

Staff has reviewed the traffic accident history along both Westport and Valleyview to determine if traffic conditions were causing a higher number of accidents. This included a review of both intersection and midblock accidents along these corridors. Typically, this past accident history provides good information concerning contributing factors in collisions. A high number of accidents at two-way/one-way stop controlled intersections shows a problem entering a heavy traffic stream where traffic gaps are seldom encountered. Also, a higher rate of midblock accidents indicate that motorist are driving too fast or that motorist expectations are low concerning the chance that parked vehicles or other obstacle are present.

According to the Police Department accident reports, there have been no reported accidents in the past three years along the intersections of Valleyview/Westport, Valleyview/18th/Jansen, and Valleyview/17th Street intersections where multi-way stop controls have been requested for review. Reports also show that there have been no midblock accidents along Westport or Valleyview during this period. Other intersections along Valleyview and Westport that have clean accident experiences are listed below.

Valleyview & Alamo	Denene & Jamesburg	Westport & Westport Ct
Amarado & Valleyview	Denene & Westport	Jamesburg & Valleyview
Bella Vista & Valleyview		

With this accident experience, both Westport and Valleyview would be considered as having very good accident conditions in comparison to similar collector streets. Although accident rates are typically low on residential collector streets due to the moderate volumes and lower speeds, one or more accidents are typically expected each year. It should be noted that with this accident experience along Westport and Valleyview, it is concluded that the conditions along these streets are not contributing to higher accident rates.

Traffic Speeds along Westport and Valleyview

A foremost concern expressed by residents is the speeding problem on Westport and Valleyview. This reported problem is a widespread concern for each neighborhood and is proven with the industry showing that 15% of the motorists are driving faster than prudently safe under the prevailing conditions. To address this problem on Westport and Valleyview, staff has performed a recent sample speed analysis at midblock locations along these two streets. This effort also includes comparing the recent traffic speed on Westport with ones that had been taken before and after the traffic circles were installed on Westport. This comparison may show trends in vehicular speeds that may have resulted from the continued effort in the neighborhood to raise motorist's awareness of traffic speeds. Shown below are the traffic speeds surveyed along Westport during the past three years including the one taken recently.

Traffic Speeds on Westport at Westport Circle

Date	Traffic Circle Installed	50% Speeds	85% Speeds
May 2, 2002	No	32 mph	36 mph
May 23, 2002	Yes	24	28 mph
Nov. 21, 2002	Yes	28	34 mph
Nov. 21, 2003	No	32	34 mph

In this recent effort to evaluate speeds, staff obtained vehicular speeds of 123 motorists traveling both east and westbound during a weekday period at a midblock location between the Westport Courts. It should be noted that this sample included only free-flow speeds of motorists who were not impeded by other vehicles or obstacles. According to this speed analysis, average travel speeds at this midblock location were 32 mph for westbound and eastbound motorists, respectively. The 85% percentile speed, or the speed that 85% of the motorists were traveling at or under, was 36 mph for the respective flows. Staff did observe that approximately 6% of the traffic, or 8 motorists were exceeding a speed of 40 mph in the two-hour period that the survey was performed. Listed below is the number of motorist observed traveling at these higher speeds.

Higher 6% Motorist Speeds on Westport

# Motorists	Traffic Speeds
1	40 mph
2	42 mph
1	44 mph
1	46 mph
3	48 mph

The higher 6% of the traffic speeds along Westport should not discount the fact that the average speeds nearly matched the 30 mph speed limit. This shows a good compliance with the existing 30-mile per hour speed limit. The study also shows that 15% of the motorists are not driving

prudently at speeds higher than 34 mph. It is concluded that these sampled traffic speeds collected along Westport shows conditions are consistent with those surveyed along other collector streets in the community. Shown below are the average and 85% speeds along other collector streets in the community.

The traffic speeds along Westport are not uncommon for collector streets. In fact, in comparison to speeds along other collector streets, the average and 85% speeds on Westport are average ones. Shown below are recently collected speeds along collector streets in the community where similar flow conditions are present.

Traffic Speeds on other Collector Streets

Street	Location	Average Speed	85% Speed
St. Paul	9th Street	32	38 mph
Crestway	11th Street	32	39 mph
Arkansas	33rd Street	34	37 mph
Sagebrush	Morris	32	38 mph
Nims	Murdock	32	36 mph
Market	17th	32	36 mph

Traffic speeds are higher along Valleyview south of the Westport intersection. According to staff's study, the average and 85% motorists speeds are 34 and 40 mph along a section near to the Amarado intersection. This higher speed can be partially explained by the existing street side character of Valleyview that includes lower street side "friction". This is contributed by the residential development along this section that generally face on side streets. With this housing layout plan, there are few driveway openings and a lower use of on street parking along this Valleyview section. Also contributing to the low "friction" along Valleyview is the large reserve along the west side of Valleyview that is under the ownership of the Catholic Dioceses. This property currently does not generate traffic on Valleyview and provides a more rural type street setting. With the combination of both street side characteristics along the east and west sides, motorist obviously feel more comfortable driving at a slightly higher speed than normally encountered on residential streets.

Valleyview streetscape - south of Westport

The higher than the street can also explain typical speeds along Valleyview design within this subdivision. This design includes a slightly curvilinear layout with almost no full intersections along this two-third mile section except at the 18th/Jansen intersection. All other intersections are with side streets that 'Tee" into Valleyview. This provides motorists traveling Valleyview with the expectation that they have the right-of-way. Due to this street design and length, motorists feel comfortable driving at higher than typical speeds due to the uninterrupted flow, street side setting, and expectation of right-of-way at most intersections.

Traffic Volumes along Westport and Valleyview

Residents are concerned about the higher "thru" trips on Valleyview and Westport. These are legitimate concerns since "thru" trips are often associated with motorists who may be utilizing the street to reduce travel times and are traveling at increased speeds for this purpose. However, the "thru" trip volumes are expected to be higher on Westport and Valleyview due to their design and intended purpose. Both are entryway streets into the Stonegate Estates subdivision and have been designed to collect traffic from the arterials and distribute it to the local streets.

Westport and Valleyview is moderately utilized collector street in the Stonegate Estates Subdivision and carry typical volumes for their designed purpose. Traffic volume information collected in May 2002 shows that Westport carries 2,185 and 1,555 trips per day at the west (Maize approach) and east (Valleyview approach) ends of the street, respectively. The 600-trip disparity between these two locations represents the local traffic generated from Westport, Westport Court, and sections of Denene and Jamesburg. This 600-trip volume is consistent with the approximate 60 to 70 homes within this area, and the typical generation of 10 trips per household. The remaining 1,550 trips along Westport represent the "thru" trips from the adjacent subdivisions.

Traffic volumes along Valleyview are very similar to those along Westport. These traffic volumes range from 650 to 2,385 vehicles per day and also include local and "thru" trips. Shown below are the traffic volumes collected in May 2002 along sections of Valleyview.

Valleyview Traffic Counts

Location	Traffic Count
North of 18th St. /Jansen	650 vpd
South of 18th St./Jansen	1,890 vpd
North of 17th Street	2,385 vpd
South of 17th Street	1,050 vpd
North of 13th Street	1,890 vpd
South of 21st Street	1,670 vpd

The traffic volumes on Westport and Valleyview represent a mid-range volume for collector streets in this community that range between 1,000 and 5,000 vehicles per day. In comparison to the traffic volumes along Westport and Valleyview, listed on the next page, are traffic volumes of other collector streets within the mile section bounded by Tyler, Maize, 21st Street, and 13th.

Area Collector Street Volumes

Street	**Location**	**Volume (vpd)**
Westport	E. of Maize	2,185
Valleyview	N. of 17th	2,385
Valleyview	S. of 21st	1,669
Byron	S. of 21st	1,540
17th	W. of Tyler	2,107
Wood	N. of 13th	1,500

By this comparison, it is seen that the traffic volumes on Westport and Valleyview are similar to those of other residential collector streets in the community. Typically, these volumes range from 1,000 to 2,500 vehicles per day subject to the subdivision street patterns. To address the level of traffic volumes on Westport and Valleyview, staff has performed a comparison of these volumes with others along collector streets within the community shown below.

Collector Street Volumes in mile-section west of Stone Gate

Street	Location	Volume (vpd)
Westport	W. of Maize	2006
Parkdale	N. of 13th	1793
Parkdale	S. of 21st	1718
Parkridge	S. of 21st	1655
17th Street	N. of 13th	1746
Parkridge	N. of 17th	1701

Collector Street Volumes in other parts of Wichita

Street	Location	Volume
Central Park	W. of Parkdale	1830
Central Park	W. of Stoney Pt	2285
Hyacinth	S. of 24th Street	2065
Market	S. of 15th Street	2930
Nims	Franklin	7015
Perry	N. of 13th	1930

By this comparison, traffic volumes on Westport and Valleyview are not comparably different than those of other residential collector street in the community.

Sight Distance

Staff also checked the sight distance at intersection approaches to address concerns that motorists may have due to the existing landscaping, tree plantings, and permanent street-side fixtures. This is important, since sight distance is some times impacted at residential intersections by shrubbery, trees, and fences, or buildings at the corners that prevent motorists from observing oncoming motorist. In this evaluation, staff found that the visibility was good on all approaches at these intersections. It should be noted that although there is shrubbery on the southwest and northeast corners of the Valleyview/18th/Jansen intersection, it did not obscure a motorist's view at the stop approach. This growth is also in compliance with respect to the City ordinance for intersection sight obstructions.

Staff also has observed that on-street parking next to the intersections of Valleyview/18th/Jansen and Valleyview/Westport can contribute to sight distance problems. With the curvilinear design along Valleyview, vehicles parked between Westport and 18th/Jansen do partially block the sight

of oncoming motorists for those who are pulling out from these two intersections. However, accident statistics do not show a problem. Also, the light utilization of parking along Valleyview between the two intersections provides adequate "windows" where motorist can view on-coming vehicles.

Parked Vehicles along Valleyview between 18th/Jansen and Westport

Stop Sign Placements along Westport and Valleyview

As part of this study, staff has also evaluated the street connectivity and stop sign placement in the neighborhood to determine whether movements are encouraged along a particular street. This street grid plan shows that streets are well interconnected with several alternative routes that could be used by motorists traveling in the area. With this grid layout, trip dispersion is experienced where streets carry proportional traffic. However, this layout does show that Westport is one of the few streets north of W. Alamo that extends east/west through the neighborhood to Maize. Naturally, motorists may elect to drive along this street due to its directness to Maize from within this area.

The stop control plans only includes ones placed along the side streets of Valleyview. This is logical, since Valleyview would be considered a through street by it's alignment, design, and location. Also, motorists would expect to be given the right-of-way along Valleyview due to the lack of full intersections along this route where only "Tee" intersections are found between 13th Street and Westport.

Stop Sign Compliance at the 17th/Valleyview and Westport/Valleyview Intersection

Staff also evaluated motorist compliance with stop controls at the Westport and 17th Street approaches onto Valleyview. This survey showed that of the approximate 100 motorists surveyed at the 17th approach, 60% complied with the stop control by making full stops. The other 40% either slowed to a rolling stop (30%) or did not attempt to stop (10%). This survey also showed that the motorists at the Westport approach complied less with the stop controls than observed at the 17th approach. According to a survey of 90 motorists at the Westport approach,

44% of motorists fully complied with the control. The other 64% either slowed to a rolling stop (41%) or did not attempt to stop (15%).

Staff believes that the low compliance is influenced by a combination of motorists' expectations and the good sight distance at the intersections. Under the existing traffic conditions, many motorists may have a perception that there is a low likelihood of conflict at the intersections and either roll through or run the stop controls. Some of this behavior may be contributed by the good sight distance at the intersection whereby they have sufficient time to perceive motorists from the north and south along Valleyview approaching the intersection and do not feel the need to fully stop.

Staff believes that the compliance rate is not influenced by the visibility of the stop signs. Currently, the stop signs at both approaches are clearly visible for more than 500 feet as shown at the Westport approach in the picture below.

Other Conditions

Like most neighborhoods, pedestrians are commonly found walking and crossing Westport, Valleyview, 17th Streets, and other area streets. Sidewalks are found along most of these neighborhood streets, but are lacking along Westport. Despite the lack of sidewalks along Westport, the general accommodations are good for pedestrians. Existing sidewalks are in good condition, and have connectivity and handicap designs.

Pedestrian on 17th Street east of Valleyview

Other conditions do show a good spacing of street lighting along both Westport and Valleyview. Streetlights are located at spacings between 300 and 500 feet and should provide good illumination at night. These streetlights are found at all intersections along Valleyview and Westport including ones with courts and cul-de-sacs.

Other than the unique conditions noted in this report, there are no other ones found along the Westport and Valleyview corridors that are not common along similarly designed collector streets within the community.

Traffic Control Evaluation

This section discusses the multi-way stop control and "speed table" evaluations as requested by the District Advisory Board. In addition to these reviews, staff also discusses other measures that can be considered to improve traffic conditions along Westport and Valleyview.

Multi-Way Stop Control Evaluation

Staff evaluated the placement of multi-way stop controls at three Valleyview intersections as a measure to improve traffic conditions. This is one measure that residents sought that would reduce the traffic speeds and improve safety along Westport and Valleyview. Currently, there are stop controls placed on the side streets along Valleyview at the Westport, 17th, and 18th Street intersections. With this control, there is a clear indication of right-of-way for motorists traveling along Valleyview approaching the intersections. No stop controls are currently located on Valleyview where traffic flow is unimpeded between the 13th Street and 18th/Jansen intersections.

In order to recommend installing a multi-way stop control at an intersection, staff relies on criteria established in the Federal Highway Administration's "Manual on Uniform Traffic Control Devices". This manual has been adopted for used by the City and the State of Kansas and provides consistent and proven guidelines for justifying the location of all types of traffic controls along streets and highways. According to this manual, the following traffic volume and accident criteria should be met:

1. A crash problem, indicated by 5 or more reported crashes in a 12-month period, susceptible to correction by a multi-way stop installation. Such crashes include right- and left-turn collisions as well as right-angle collisions

2. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day, and the combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approach (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour.

According to these criteria, warrants are not met for placing a multi-way stop at the any of the three Valleyview intersections. During the past three years, there have been no accidents at any of the three intersections. Also, the existing traffic volumes at the three intersections are significantly below the volumes needed to meet minimum thresholds for warranting the stop control. Traffic counts show that the actual entering volumes at the intersections averages 80 vehicles/hour on the major street (Valleyview) and approximately 55 vehicles/hour on the minor street approaches (Westport, 17th, and 18th/Jansen) for an eight hour period. This is significantly under the threshold of 300 and 200 units per hour, respectively, needed to warrant a multi-way stop control.

	#Accidents/3years	Average 8 hour volumes Major Appr.	Minor Appr.
Warrant Thresholds	*15 acc.*	*300 vph.*	*200 vph.*
Valleyview/18th/Jansen	0 acc.	92 vph	43 vph
Valleyview/Westport	0 acc.	74 vph	57 vph
Valleyview/17th	0 acc.	74 vph	70 vph

Consequences for Placing Unwarranted Stop Controls

The neighborhood seeks measures to reduce "existing" through traffic routed along Westport and Valleyview. Discussion has included installing multi-way stop controls at the 17th/Valleyview, 18th/Jansen/Valleyview, and Valleyview/Westport intersections to discourage this flow. Multi-way stop controls can be placed on Valleyview at any of these intersections to discourage "through" traffic flow, but the consequences may include additional accidents and confusion. Most motorists driving along Valleyview would assume that they would have the right-of-way due to the heavier traffic volumes. This would be expected since traffic volumes are heavier on Valleyview approaches as compared with the volumes on Westport, 17th, and the 18th/Jansen approaches. With this expectation, motorists on Valleyview may only roll through the stop controls placed at any of the intersections and, in some cases, not stop at all. This would lead to a false sense of security for motorists on the intersecting streets that would assume that they have right-of-way with the stop sign placement. Due to this circumstance, additional right-angle collisions may result at the intersection.

Staff concurs that installing multi-way stop control on Valleyview at any intersections would slow south and northbound motorists within the vicinity of the stop controlled approach. However, it should be noted that stop control placements have little effect on speeds along a street section except in the vicinity of the signs. Traffic studies have shown that motorists start to slow down 200 feet before the intersection and return to near normal speed about 100 feet past the stop signs. Also, speeds tend to increase on the other street sections since motorists desire to make up lost time spent at the stop sign.

Staff believes that many residents would want the multi-way stop controls at the intersection to discourage "thru" traffic flow. However, if multi-way stop controls were placed at any of the three intersections, this resulting traffic flow reduction on Westport and Valleyview may be small. Staff believes that due to the location and extensions of Westport and Valleyview, up to 10% of traffic flow may be shifted to other streets resulting in a reduction of 100 to 200 vehicles per day along these facilities.

Impacts of Speed Humps/Tables

The District V Advisory Board has requested that staff evaluate a "speed table" for placement along either Westport or Valleyview. Speed tables are different from speed "humps" and "bumps" since they have gentler rises that reduce the uncomfortable jarring effect encountered by the other devices. Typically, these are gradual ramps consisting of 12 to 22 foot lengths and

heights of 3-4 inches. However, these "tables" still provide an artificial discomfort to drivers for the purpose of slowing and diverting traffic along the street. It should be noted that it's the negative aspects associated with driver discomforts that has led the City to curtail speed bump, hump, and table construction on streets for the past 15 years.

Many traffic impacts are associated with speed humps/tables that affect neighborhoods. The primary benefits of a speed hump include traffic speed and volume reductions in the immediate area where the speed humps are placed. This volume reduction is achieved by diverting traffic to other streets. This would be a benefit if the speed humps were placed on streets with "cut-through" traffic and the traffic diversion would occur on the nearby arterial streets. However, in many cases this traffic is diverted to other neighborhood streets that are not designed as well to accommodate through traffic. The degree of this traffic diversion is dependent upon the number and spacing of the humps, the amount of "cut-through" traffic, and the availability of alternate routes. The amount of diversion has averaged 12 percent according to industry traffic studies.

Speed humps generally have a continuous effect on motorist speeds if spaced 250 to 800 feet apart. If spacing exceeds 800 feet, the effect on motorist speed is only at the hump. Studies have shown that speed humps generally slow vehicles traveling at typical residential speeds of 30 mph to approximately 25 mph. At higher speeds, the motorists experience severe jolting with the hump acting as a bump. Due to this situation, motorcyclists would have to use the utmost caution to slow down when driving over these humps. Also, motorists with temporary or chronic pains must use caution when driving over these humps.

Speed humps effect small and large passenger vehicles differently. Generally, smaller vehicles such as compact and midsize vehicles must slow considerably when traveling over the hump. However, larger vehicles with improved suspension systems can generally drive over the humps at faster speeds to minimize the impacts of the speed hump. Although vehicular damage is not common with speed humps, there is a higher potential of damage with the raised surface compared to the existing surface that has not been modified with a speed hump.

Speed humps provide a greater impediment to larger vehicles such as trucks, fire emergency vehicles, and school busses due to the longer axle spacing and stiffer suspensions. If speed humps are placed on higher volume residential streets, attention should be given to inform these drivers of proper operation necessary to minimize impacts. It has been reported that speed humps can present a serious problem to bus passengers, and especially the elderly. Also, the jolt cause by a hump can cause a child or adult to stumble while standing or walking down an aisle way. Drivers of these larger vehicles have complained of spinal injuries while driving over humps.

Traffic Industry guidelines also suggest that speed humps should not be placed on routes used by emergency services for several reasons. First, research has shown that a fire engine and other emergency response vehicles are delayed by up to 10 seconds per hump. Secondly, the speed humps cause a problem for EMS personnel who are working on patients. IV's and other tubes cannot be inserted while going over humps. It should be noted that a hump would cause discomfort for patients with broken bones who are being transported.

Although the risk of vehicular and motorist injury is low with the placement of a speed hump, there is a liability due to low motorist expectation. To adequately inform motorists of the

placement of speed humps, a series of speed hump signage and markings must be installed and maintained adequately. Due to their importance, special care should be given to display these signs at highly visible locations with respect to trees or other obstructions.

The cost and maintenance of speed humps is generally dependant on their design. Cost of a single speed hump ranges between $1,000 and $3,000, with the higher costs associated with placement of decorative bricks and/or patterned pavement. Maintenance costs may be higher due to the design and construction of the speed hump. Some communities have assessed annual maintenance costs of $500 per hump to properly maintain the surface and markings. It should be noted that depending on the design and construction of the street hump section, there is a varying impact on maintenance activities such as snow plowing and street sweeping.

Other Alternatives

Alternate 1. Police Enforcement

The City's Police Department plays an active role with enforcing traffic speeds along residential streets. With contact, police officers can respond to residents needs and schedule enforcement activities to combat the traffic problems in the area. However, it should be understood that officers cannot be stationed 24/7 along any particular street or intersection.

Alternate 2. Enhanced Recognition of the Stop Control on Westport and the Valley View intersection.

Staff believes that a higher percentage of motorists at the Westport and 17th Street approaches are not complying with the stop control at the Valleyview intersections and are causing some conflicts. To improve conditions, staff believes measures should be employed to improve the recognition and compliance of the stop control. One measure sought is installing larger stop signs with supplementary "flags" placement for better recognition. Other less effective measures include painting stop bars on the stop approaches. These include stop bars on the Westport, 17th, and 18th/Jansen approaches on Valleyview. However, it should be noted that a recent study performed last year at the Westport/Lark intersection showed that placing stop bars was not effective for improving motorist compliance at stop controls. According to this study, 30% of the motorist complied with the stop control by stopping at the intersection. Of the remaining 70%, 14% motorists drove through the stop sign without slowing. This mix of motorists complying with the stop control did not change after the stop bars were placed.

Staff believes that further initiatives to improve compliance at the stop-controlled approaches should be made by the police department.

Alternate 3. Standard Traffic Calming Measures

Staff also evaluated other traffic calming devices for Westport and Valleyview. This included review of a center raised median installations along Westport to improve traffic conditions. In this review, it was believe that the greatest benefit would be to place a raised median at the Valleyview approach to correct incidents where northbound left-turning motorists turn short of the approach and proceed into the opposing lane. This center median installation would also provide a visual narrowing of the street to reduce motorist speeds along Westport. Other center medians were also reviewed for placement on Westport at the Maize approach, and adjacent to the Westport Court intersections. Each median would range in cost between $2,000 and $3,000 depending on the type of design and construction.

A less expensive "painted" median could also be installed to provide a similar impact. This visual median would be the same shape and size as a raised median, but be delineated with pavement markings and raised "reflective" markers. The pavement markings would help guide motorists, and the raised markers would deter some motorists from driving over the painted median area. This would significantly reduce the number of unsafe movements by guiding motorists in a safe manner. The cost of painted median design would be approximately $150.

Other traditional traffic calming measures could also be considered that would visually "narrow" the street section on Westport and Valleyview for speed reduction purposes. These measures include painting "white" edge lines to separate the on-street parking areas from the travel lanes. This marking would reduce traffic lanes to 10-foot lanes and may have a definite impact on the motorist behavior. Another calming measure would include the construction of curb "bulb-outs" at intersections and mid-block locations that would additionally provide an enhanced pedestrian crosswalk feature. In this context, it would provide a more visible crosswalk location and narrow the street width that a pedestrian crosses. It also provides a "refuge" area for on street parking along the area.

One last measure that would aid in calming traffic along Westport and Valleyview includes planting additional shrubs and trees along the curbside. This has been an effective feature that can be implemented to reduce traffic speeds and provide a positive impact on the neighborhood. With the plantings, a visual "narrowing" effect of the streetscape is provided and makes motorists feel less comfortable driving at higher speeds. It also provides a better definition of the street curb and provides a buffer between the street and adjacent properties. To pursue this measure, property owners would have to work with Parks Department Superintendent Tim Martz, to gain approval for the type of planting materials sought.

Staff Recommendation

Staff believes that reducing traffic speeds along Westport and Valleyview would have a very positive impact on the neighborhoods. However, speed reduction measures should be carefully considered to avoid ones that would have the detrimental effect of shifting "through" traffic to neighboring streets. Also, these measures must be carefully weighed against their possible negative consequences. These may include the driver discomforts, vehicular wear, noise, maintenance cost, emergency response delays, additional liability, and driver's rage effects. It is believed that several measures could be implemented that would provide beneficial effects without shifting traffic and creating negative factors. This includes the following measures that staff would recommend:

1. Install midblock speed limit signage to enhance motorist's awareness of the speed regulations.
2. Install painted medians with raised traffic markers or a raised center median on the Westport approaches at Valleyview to help guide northbound left-turning motorists.
3. Suggest that property owner's plant landscaping materials along Westport to provide a visual "narrowing" of the streetscape.
4. Support resident involvement with police enforcement activities.

Speed Hump Recommendation

Although the neighborhood traffic committee along Westport seeks to install speed humps on Westport, staff is not supportive of this measure since it is not believed to be an appropriate device to be used as a traffic control measure along collector streets in residential neighborhoods. These streets should accommodate neighborhood trips from local streets to major arterials. When speeding problems exists along these streets, staff believes that enforcement is the proper tool to encourage compliance.

Staff believes that placing speed humps along these streets is contrary to the mission of serving the motoring public on major collector streets in neighborhoods. It not only provides an impediment for the majorities that obey the speed laws, but it also provides problems for services and motorists alike. Problems associated with speed humps include the delays and level of service for emergency responses, liability with vehicle damage and motorist injuries, associated maintenance of street surface and signage, and the diversion of traffic and truck/school bus trips to other neighboring streets. These problems are discussed in the above report concerning the speed hump's impact.

Along with these problems, staff believes that the speed hump presents the motoring public with additional delays and problems with travel. By placing these devices on streets, the motoring public is forced to reduce their speeds below 25 mph in an area where traffic can be safely accommodated at higher speeds between 25-30 mph. This inconsistency may not only frustrate drivers, but also cause some to drive faster on other streets sections to attempt to make up time lost while negotiating these speed humps. Due to this driver behavior, traffic speeds may increase on other neighborhood streets.

Multi- Way Stop Control Recommendations

The traffic evaluation shows that the three Valleyview intersections at the Westport and 18th/Janssen do not meet traffic warrants for a 4-way stop. Both the traffic volume and accident experience at these intersections show good conditions where a multi-way stop control is not needed. These conditions include no reported accidents in the past 3 years and an average collector traffic flow through the intersection. It should be noted that the average motorist speeds of 32 miles per hour on Westport are also very good and shows a general compliance with the speed limit. However, the speeds on Valleyview south of Alamo are higher than desired.

Although staff realizes that requests for a multi-way stop controls are very well intentioned, there are several reasons why this type of control is not recommended at these intersections. First, unwarranted stop controls may detrimentally impact conditions at the intersection rather than improve them. When stop signs are placed under these conditions, it breeds disrespect for this stop control and other stop sign placements throughout the community. This increases the likelihood that motorists will not yield or stop at these controls, which effectively increases accidents at stop-controlled intersections.

Second, stop signs should not be used as speed control devices along streets. When used for this purpose, there is an immediate speed reduction at the intersection; however, motorist speeds are typically much higher along midblock locations. Traffic studies have shown that motorists start to slow down 200 feet before the intersection and return to near normal speed about 100 feet past the stop signs. This typically occurs because motorists are making up for lost time spent at stopping at the intersection.

Third, Valleyview and Westport have been designed as "collector" streets in the community to serve the neighborhood. No other streets within this area have been intentionally designed and designated to carry heavier "collector" type traffic flows. With this function in mind, care must be used in designating stop controls that would divert traffic onto other local streets in the neighborhood that are not designed to carry this moderate traffic volume. In this case, other neighborhood streets may be more severely impacted by the diverted traffic flow where accidents and incidents may increase.

In conclusion, staff believes that the traffic conditions at the three Valleyview/Westport, Valleyview/17th, and Valleyview/Jansen/18th intersections are good and does not recommend the placement of a multi-way stop controls to control traffic. Also, because of the fore-mentioned reasons, staff does not support the placement of the stop controls on Valleyview **to discourage "through" traffic flow along Valleyview and Westport.** In the likelihood that the DAB would support the placement of multi-way stop controls, staff strongly recommends that the control would be only placed at the Westport intersection. Under this alternative, the traffic situation should be monitored to determine if the further use of stop signs for discouraging "through" traffic is effective and not causing detrimental conditions.

Agenda Item #11

City of Wichita
District V Advisory Board Meeting
April 12, 2004

TO: City Council Member Martz

District V Advisory Board Members

SUBJECT: **Conceptual Plans for the Maize/Westport Widening Project**

INITIATED BY: Scott Logan, City Traffic Engineer

AGENDA: **Public Works**

Recommendations: Approve the conceptual plans for the Maize/Westport Widening project

Background: A traffic safety project has been included in the 2004 Capital Improvement Plan to construct left-turn lanes on Maize at the Westport intersection to mitigate left-turning accidents. In 2002, this intersection had one of the highest accident rates within the community.

The conceptual plans have been completed by Mid Kansas Engineering Consulting (MKEC), the firm contracted to also prepare the final design. The plan calls for a widening design that minimizes impacts to the trees and right-of-way along Maize. It also calls for contingent raised islands on Maize subject to available funding. With the approval of the conceptual plans, MKEC will proceed with the final design of the project.

Analysis: As presented by MKEC

Financial Considerations: The estimated project costs including design and construction totals $300,000. This project is funded by 90% STP federal transportation safety funds with a 10% local match.

Legal Considerations: None

Recommendation/Actions: It is recommended that the District Advisory Board approve the conceptual plans for the Maize/Westport Widening project.